## Amendments to the Specification:

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Please replace the paragraph beginning at line 18 of page 2 with the following:

--United States Patent <u>6,745,749</u> Application serial number 10/258,149, which was filed by Unland et al. on March 17, 2001, which issued to Unlund et al on June 8, 2004, describes a method for adjusting adaptive program maps of an adaptive knock signal in an internal combustion engine and a method for adjusting the knock control in the engine. The method is intended for adjusting an adaptive characteristics map of an adaptive engine-knock control system and a method for adaptively controlling engine knock, the adaptive characteristics map being defined by at least one operating parameter, the adaptive characteristics map for each operating-parameter range being made up of a precontrol component that characterizes the ambient conditions, and a residual component that results from the engine-knock control, the value of the adaptive characteristics map for each operating-parameter range being given by the sum of the precontrol component corresponding to the specific operating-parameter range.--

Please replace the paragraph beginning at line 5 of page 3 with the following:

--United States Patent 6,845,312 Application serial number 10/641,237, which was filed by Cross et al. on August 14, 2003, which issued to Cross et al on January 18, 2005, discloses a method for detecting engine knock that includes a method for processing knock-related data which reduces the memory locations required for the method and also simplifies the processing steps needed to determine a sum, average, and threshold value relating to magnitudes of knock ratios. Inputs from either pressure sensors or accelerometers are filtered and then used to form a ratio between a knock portion of a curve and a reference portion. Sequential magnitudes of the knock ratio received and analyzed in a manner that reduces required memory locations and improves processing speed.--

Please replace the paragraph beginning at line 1 of page 10 with the following:

--At time T0, represented by line 51, the ignition timing leg 41 is activated to reduce a knock condition of the engine. At time T1, represented by line 52, the fueling leg 42 of the control algorithm in Figure 2 is activated. The magnitude 50 of the cumulative value 38 is effected by the activation of the fuel control leg 42, beginning at time T1. At time T2, as represented by line 53, the third control leg, or air intake leg, of the control diagram 42 is activated with a corresponding change in the magnitude of the cumulative value 38. Eventually, the combined effect of the three control legs, 41 – 43, decreases the knock to acceptable levels. It should be understood that Figure 3 is highly schematic and is not intended to represent actual values of these control parameters. Instead, it is intended to illustrate that the three different control techniques, 41 – 43, can be cascaded as a function of the magnitude of the cumulative value 38 described above.--